

COMBINATION OF SCENERY.  
WEALTH AND SCHOOLS

Seen in All Its Perfection Along the  
Line of the Nashville, Chattanooga &  
St. Louis Railway—Care and Comfort  
of School Girls One of Its Specialties.

the greatest element in the growth and development of the South, one that is indispensable, is its system of railroads. Prominent among these and second to but not inferior to the system in the United States, is the system of its management, the scrupulous attention to the comfort and convenience of its patrons, in its adoption of the modern improvements and appliances for safety, in the absence of dust, of cinders and attendant discomfort, for it is known as the Nashville, Chattanooga and St. Louis Railway. There is no road in the entire country with such a variety of interest and scenery. Starting from what is ever-lasting wear of the Mississippi on the left of the town of Hickman, Ky., it enters the valley of that great river, running through the fertile fields and rich alluvial lands of that valley and the west division of Tennessee, crossing the Tennessee River, Johnsonville, where running directly across its main line, and then it enters the valley of the Mississippi, that sixty miles west runs directly south, rising through the highlands, over the lower hills, well-timbered lands into the basin of Middle Tennessee, it passes the capital of the State, then turning South through some of the most fertile and rich lands, some of the finest blue grass lands, fine stock raising lands, and the highest range of the Cumberland Mountains, then through the first great mountain tunnel constructed in this country, winding higher and yonder among the encircling mountains, again crosses the Tennessee River, where it flows through some of the most beautiful and interesting scenes made memorable by incidents and sharp fought battles of the war, reaches Chattanooga to connect with the other lines centering there. Crossing and connecting in its course with the important North and South trunk lines of the country, it has access to all the points of interest, wealth, pleasure or education. With its 321 miles of main line and 337 miles of branches, it serves the traveler, whether scientist, pleasure seeker or man of business, an epitome of all the elements of wealth and beauty of the South. It is the great artery of the railroad system anywhere that can offer such a variety and combination. After passing over it, noting its equipment, its ball-balanced roadbed, steel rails, iron bridges; its cautious, courteous, painstaking train-runners and employees; its perfected method of dispatching and management; its safety and its speed, its directness, its not admit and believe its claims to superiority in all the essentials of a great road local line—less than 100 miles in length—it stands first on the books of the Postoffice Department, for the past twenty years, and it has made connections and making all advertised connections, why should it not do so? For nearly thirty years—a generation of man—it has been under one management, and its officers and employees have grown up in its service, gradually rising as death or resignation has removed them, and the same men have been there for life, and that the reputation and safety of the road depended on their performing well his allotted duties. The feeling of permanence and of personal interest which pervades every department of the system is a most important and an effective factor in its management. In the heart of the South, all the abundance of wealth, agricultural or mineral, farm, forest, factory, furnace, quarry, mine, are to be found at their best development, and presented to interest and attract the business man, the traveler for pleasure, or the student of the South, and as we trace it a little, passing through a well settled country, interpenetrated with fine timber, we come to McKenzieville & Nashville for Memphis and other points north along the Memphis division, where the realizing of the dream of a better and more improving future, the country seat of Carroll County, then through a timbered country we reach the Tennessee River at Johnsonville, crossing it on the most strongly built iron bridge. Fifty-three miles from Hickman is Waverly, the county seat of Humphreys, where the river is a beautiful and a pleasant summer resort, with good boat and fishing, abundance of good fishing in the numerous streams within easy access. Twenty-five miles further is Dayton, a thriving, prospering farming and manufacturing town. Here the Centerville branch crosses the main line, passing through a country rich in limestone, lumber and iron ore. Eleven miles down the branch is the popular summer resort of Branigan, so much patronized by Memphians. Seventeen miles east of Dayton is Kingston Springs, quite a beautiful and health resort, with abundance of water, having springs of white, red and black sulphur within a space of five feet; passing through a gap in the line of hills composing the Highland, it traverses some of the finest of the most old places in the South, where the blue grass region where there are to be seen some of the best blooded stock of the world. Here is the well known Belle Meade, a place of 4,000 acres, with all the buildings and accessories that wealth and experience could wish in perfecting. The plantation of the late General James Iroquois, a home in which its owner says: "He is a perfect horse, I could not change a feature in him for the better," a horse for which \$50,000 has been refused. Here are other valuable horses well worth a visit, and here visits are always welcome. The most interesting of the other attractions of the line is the historic home is a park containing 400 acres. There are other farms along this line nearly equal celebrity, as well as some devoted to fancy cattle—Jerseys, Devons, Holsteins, etc.—where can be found the best of the south, where in the month of March, throughout this lovely blue grass region of Tennessee which reaches into and makes famous a portion of our sister State—Kentucky. A hundred miles further we reach Nashville, the capital city of Tennessee, where the rich farms and fruit country to Lebanon, the "City of Cedars." Turning south from Nashville we pass through a section of lovely blue grass country, where one is scarce out of sight of history and historic scenes. There were fought some of the most heroic battles of the war. Constantly the earthworks and mounds, relics of the war, covered by beneficent nature with her effacing mantle of green. Thirty miles from Nashville is Murfreesboro, on the level, and most courteous of the cities of the south, where in the month of March, throughout this lovely blue grass region of Tennessee which reaches into and makes famous a portion of our sister State—Kentucky. A hundred miles further we reach Nashville, the capital city of Tennessee, where the rich farms and fruit country to Lebanon, the "City of Cedars." 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These schools have been built up and sustained to their present prosperity by the fostering care of the officials of the line of road, and the trained, educated, earnest traveling agents who make a special business of getting for and making pleasant stay and business and from their homes. All this is but a minor and an imperfect description of what this great line of road has to offer to its patrons what there is along its line to please and instruct, and what are the inducements to investors and home-seekers. Everything that is good and fertile lands, equable climate, abundance of schools and churches, mild winters, plenty of fruit and fine natural products, "pure water and undisturbed religion," can do to make life worth living, this portion of country holds out to welcome and entice the new-comer.

P. C. W.

**FOR SWEET CHARITY'S SAKE.**

**An Entertainment Given by Children for the Benefit of a Poor Family.**

An entertainment for the benefit of a poor and suffering family was given at the residence of Mr. M. B. Trezevant, No. 23 Beale street, last Thursday night, for the children under the direction of Miss Fannie Trezevant and Miss Alice Beas. Following was the delightful program:

Recitation—*Rocky by Baby*.....Katie Peters  
Recitation—*Last Baby*.....Kertie McEwen  
Song—*Believe the Bell*.....Kate Peters  
Recitation—*Good Bye School*.....Marie Peters  
Dance—*The Morning Bells*.....Jimmie Perkins and Howard Brown  
Dance—*Hand Ring*.....Lucile Lynn  
Recitation—*Two Kittens*.....Susie Trezevant  
Song—*Gayest Girl in Town*.....Claude Brier  
Recitation—*My Baby's Baby*.....Boy Trezevant  
Song—*Putting on Ais Me*.....Bertie McEwen  
Recitation—*Now I Lay Me*.....Jimmie Perkins  
Duet.....I'll Tell You  
Kate Peters and Susie Trezevant.  
Recitation—*My Baby's Baby*.....Marie Peters  
Recitation—*The Frenchman and the Fish Bone*.....Jimmie Perkins  
Duet.....Jimmie Perkins and Daisy Counts  
Recitation.....Prettiest Doll in the World  
Recitation—*My Baby's Baby*.....Boy Trezevant  
Recitation—*Betty and the Bear*.....Claude Brier  
Song—*Our Little Esquire*.....Jimmie Perkins  
Recitation—*My Baby's Baby*.....Marie Peters  
Music—*Our Music Play is Done*.....The Company  
Tableaux—*Good Bye School*.....The Sculptor's Image  
Sculptor, Master Howard Brown.  
Musical Selection.....Will Ryan and Mel Seiden.  
The very handsome sum of \$23.90 was the proceeds of the entertainment. The children acquitted themselves with great credit, and entered into the spirit of their worthy project most enthusiastically.

**Imitation Labels on Mineral Water Not Allowable.**

A suit was recently entered in the New York Supreme Court by the Apollinaris Company, limited, against a well known salarator at the Madison Square Hotel in New York City, whose barkeeper when asked for "Apollinaris" water by the glass asked at other times by the bottle, palmed off on unsuspecting buyers some other water not "Apollinaris," in bottles bearing low labels similar to the faunillar, yellow labels used by "Apollinaris" water. H. Choate and Henry Melville appeared for the plaintiff and the defendant was represented by Bangs, Stetson, Tracy & McVeagh.

The Apollinaris Company sought to restrain the defendant from selling off water as "Apollinaris" and from using the yellow labels on mineral water. On July 20, Judge Andrews granted the Apollinaris Company an injunction with costs against the salarator-keeper, thus upholding the right of the Apollinaris Company to the sole use of their distinctive style and color of label.

Jno. A. Scott, Ticket Agent,  
Geo. B. McCLAREN, Passenger Agent.

**Routes to the Northwest.**

The Louisville & Nashville Railroad has on sale round trip tickets to Milwaukee, Waukegan, Oconomowoc, St. Paul, Minneapolis, and all other summer resorts in the Northwest. For guides, books, rates, time, etc., call at ticket office, 312 M Street, or address,

Jno. A. Scott, Ticket Agent,  
Geo. B. McCLAREN, Passenger Agent.

**The Memphis & Charleston Railroad.**

Leaving Memphis at 10 o'clock p.m., and arriving at 8 o'clock a.m. on New York 2 o'clock p.m., Boston 9 o'clock p.m. second day. Pullman Sleepers Washington without change via Lynburg.

**Summer Resorts—Mountain and Shore.**

Through sleepers, double daily line, Memphis & Charleston Railroad, or Send for guide books and excursion rates.

**A Good Thing.**

Floyd & Mooney's soda, with pure fruit juices and ice cold, is a delicious beverage. Try it.

**Country Merchants Will Save Money.**

By ordering their goods from Goodman Churchill, 341 Main street, who sell at cheapest and best groceries in the city cash. Give them a trial order, as prices will talk.

**Grand Clearing Sale.**

All my straw hats for men, boys and children, the newest and latest styles, old stock, at low figures, at Hern Chron's, the Hatter, 354 1/2 Main street, opposite Gayoso Hotel.

**Are You Going to Leave the City?**

If so, and you are in need of a Traveling Satchel or Trunk, you will save money by making your purchases direct from the factory of A. Levy, No. 318 M street.

**Furniture, Mattings, Rugs and Carpets.**

At Mitchell & Bryson's, 308 Second street, where one can get the latest and most complete stocks in the city can be found.

**THE SOUTHERN STEAM DYE WORKS.**

Court street, calls for carpets, cleans them thoroughly and delivers for 4 cents a yard at York the best and cheapest.

**MISSISSIPPI DIAPHRAGM Cordial** soothes the head and relieves the bowels, while the time the same cause produces the result, while the sufferer laments his weakness and loses faith in medicine.

**OFFICES furnished with towel rack, scrub brush and clean towel every morning, for one cent per week at Memphis St. Laundry.** Ornaments to any office.

**JARVIS CONKLEN MORTGAGE TRUST COMPANY,** Room 2, Cotton Exchange building, makes long time loans on improved real estate. No delays.

**FARMERS** wishing farm handcarps provide all they need by writing to  
R. A. WILLIAMS, Atlanta, Ga.

Use plenty of "OGARK" Vinegar in food and prevent biliousness. It is cheap and then quinine.

The patrons of Gaston's Hotel will be pleased to know that Mr. John Gaston has taken charge of his house.

SEE C. G. S. ad. on second page.

**A VESSEL THAT MIGHT BE INTRODUCED INTO MEMPHIS.**

Nothing More Nor Less Than a Collection of Silent Geysers, Scientifically Arranged to be Let Off in Any Direction—For Inland Fires as Well.

During these many years that consideration of the local fire service question has been up in Memphis, one of the grandest possibilities brought out by modern inventive genius has not been thought of.

It is to the Mississippi River, too, that Memphis is indebted for the practicability of applying this combined and monstrous fire department to local use.

Mr. William Cowles, engineer of the New York Fire Department, has recently built fire-fighting boats for Cleveland, Brooklyn, Boston and Chicago. Their success was so great that it inspired the New York fire authorities to go into the venture on a heavy scale and with no unswerving confidence. Accordingly, the Fire Commissioners recently appropriated \$65,000 for the building and equipment of a vessel and bids were advertised for. Three responses came in short order, from which it was learned that the cost would reach \$94,000. In consequence, the additional appropriation will be made, as New Yorkers are determined to have the new work against heavy fire losses.

The dimensions of the proposed steamer, the largest and most powerful craft of the kind in the world, will be as follows:

Length over all	115	feet
Length on load water line	120	"
Beam, over all	28	"
Beam, over plating	30	"
Beam, over keel	28	"
Beam, over hull	26	"
Depth, molded at frame	19	"
Depth, molded at frame	22	"
Depth, molded at frame	14	"

Displacement on load water line

Displacement per inch, at same draft

The vessel will be steel constructed with high free boards and of extra strength of stiffness to withstand the vibrations of the machinery when the vessel is driven at her utmost speed. The deck-houses will be of iron and all exposed equipments and windows on deck will have steel guards or shields, so that the vessel will be able to go right on burning pier and stack without lighting the fire. Six traveling fire screens will be put in which can be moved along the rail into any position, and behind those firemen can remain and direct the play pipes.

There will be four fixed water towers with swivel nozzles, and each will be capable of throwing a stream four inches in diameter for a distance of over four hundred feet in any direction at will. Besides that there will be facilities for the following hose connections:

On the forward headers or fireproof walls 3½ inch, two 6 inch gates or hose couplings.

On each of the two side headers, six 3½ inch and one 6 inch gates.

On each of the two after headers, four 3½ inch and one 6 inch gates.

The boat will be equipped with everything necessary to enable her to attack the water fronts and for a distance of two thousand feet in shore.

In its elaborate account of this "Sam Rander to Fight Fires," the *New York Herald* says:

"It is a question as to whether the Fire Department officers are likely to be alive to the capabilities of the new boat. She will be nothing more nor less than a collection of silent gears, scientifically arranged and ready to be set off in any direction at any time.

"She will be stationed at the Battery. When a fire occurs, she will be alerted from either the east or North Rivers, and it is calculated that she can easily run as far as Forty-second street on either river inside of twenty minutes, reckoning her speed at twenty miles an hour, which she is intended to log. Her pumps are to be so arranged that they will start first, and of each other, and one or a portion thereof may be used at one time. Hence Chief Bonner, who is enthusiastic over the boat's possibilities, says her pumps will never be out of service, as one set may be repaired if necessary while the others are in action.

"The means of her steam steering gear, which will throw her rudder from one extreme to the other in an incredibly short space of time, the vessel's motion can be directed almost as readily as those of a rowboat, while her eight-foot after bow propeller, which will revolve at 1,200 turns per minute, the main shaft and affixed rudder, winging with it, will greatly assist her in feeling her way among the piers and in narrow slips. By these appliances the vessel may be turned completely around in her own length, it is said, or be made to move swiftly either backward or forward along the river channel.

"Imagine the fire steamer entering upon the scene of a fire where two river piers are ablaze, one on either side of her. She would charge into the slip with her engines of twenty men, at each of her post, and the word of a continuous volley or war stream of thousands of feet of water would be projected from what may be styled port holes, extending along the railings, from stern to stern, on both sides of the ship. Her appearance then would not be unlike that of a man-of-war in action, water being substituted for powder. As the ship would be carrying with her nothing to take fire, and there will be deckhouses in the way to hamper the work of the firemen.

"In coming to closer action the great swivel nozzled stand pipes on deck will be brought into use. These connections are to be arranged so that they will be so far away up the masts that they will throw water in any direction, being placed on top of the pilot-house in position that will enable the firemen to look over ordinary obstacles and to direct their work intelligently.

"Chief Bonner says that two of the vessel's pumps will each force a five inch stream a distance of 500 feet through these nozzles, or 6,000 gallons of water per minute. These figures show that the two pumps would discharge fifty tons of water in six minutes. A pretty good fire must arise to make it up the river, and it is not likely that this service is known to the firemen who says the pumps will be the largest ever constructed for such purposes for a city.

"As the fire rages hotter and hotter the new boat will have to flee to a distance. The main shafts, which are to be arranged to travel along her rails, will be slid into their places, and behind the shafts the firemen will pursue the labor. These screws are to be of a thickness of metal, with an air space between, and their adoption on the vessel is another stride in the art of fighting fire.

"And finally when the fire becomes unbearable hot, so that both men or the boat begin to suffer, there remain the stand pipes about the vessel's deck to be drawn into use. These are so designed that they can be made to spray water from the ship with fine spray from steam stents, cooling the heated metal work of the craft and making the lot of the men a happier one.

"Looking at the new boat's fire fighting abilities in another way, it seems to access to the figures submitted, will throw a thousand stream of water

some length of hose of 2,000 feet. Consequently there is nothing left to hinder her from lying off the foot of Vesey street North River, and submerging a fire in the vicinity of the *Herald* office in first-class style."

**HELENA, ARK.**

**A Call for Subscriptions to the Proposed Confederate Monument.**

To the Editor of The Appeal:

HELSEA, ARK., June 23, 1889.

I send to your address the *Helena Weekly World*, June 23, 1889, which contains a call for aid for the erection of a monument in Confederate Hill Evergreen Cemetery, Helena, Ark., to commemorate the valor of our dead heroes who sleep in this sacred spot. Major-General Pat Cleburne, Gen. Hindman and many other heroes rest here. Please give the call for aid a notice in your *Appeal*, which is so widely circulated all over Arkansas and other Southern States. The kind favor will be greatly appreciated. Yours, respectfully,

MRS. PARALEE HASKELL, Secretary.

**The Call for Subscriptions.**

The Phillips County Memorial Association sends greetings to all ex-Confederate soldiers and all who love and honor the memory of the gallant heroes who sacrificed their lives for the cause they believed to be just, and ask their aid in placing a monument in memory of the Confederate dead on the Confederate grounds in the Evergreen Cemetery at Helena, Ark. These beautiful grounds of an acre or more were donated in 1870 by Mr. Henry C. Coolidge, Mr. H. C. Lighter and Mr. J. Wilkins, and will ever remain a memorial of their noble generosity and their appreciation of the valor and heroism of the soldiers of the South. "Confederate Hill" is three hundred feet above the grand old river, the "Father of Waters," in full view of the great river ever rolling onward to the sea. In these beautiful consecrated grounds rest in peace the dead that is mortal of Major-General Pat Cleburne, of the Army of Tennessee; Gen. T. C. Hindman and many other gallant soldiers who made a life offering for the call of their country. Plain marble slabs are over each grave and the grounds are inclosed with a neat iron fence, and neat iron seats are placed for the comfort of visitors to this lovely spot. The Phillips County Memorial Association has completed all this without an appeal to other counties or States, but now they earnestly ask you to help them to erect the Confederate monument. It has been customary in all lands and in all ages to erect monuments to perpetuate the memory of the dead, and here in our Southland we need many have been erected to the memory of our gallant dead. It is to the living brother's comrades at friends this appeal for aid is made. It offers an opportunity to pause awhile from life's rapid march and offer the last tribute to the noble martyrs who were undying laurels—and many unknown dead sleep in this sacred spot. To await the "resurrection morn." The letters will be placed on the monument of Major-General Pat Cleburne and Gen. T. C. Hindman and Maj. W. E. Moore as well as to the officers of the Association.

Mrs. J. T. Jones, president; Mrs. J. Hanks, first vice-president; Mrs. Simon Seelig, second vice-president; Mrs. Paralee Haskell, secretary; Mrs. J. C. Barlow, treasurer.

Board of Directors: Mr. J. C. Barlow, Mr. Simon Seelig, Mr. Hobt. Gordon.

Amounts received will be received by the treasurer and acknowledged by the secretary.

All papers in Arkansas, Texas, Mississippi, Kentucky, Alabama, Georgia, Louisiana, and all States desiring to aid in this project, will please copy.

Maguire's Bennis Plant has been used for a number of years in our Aylum, and has proved a most valuable remedy for Darrhen, Dysentery, Cholera Morbus, and

SISTERS OF ST. JOSEPH,  
Catholic Male Orphan Asylum,  
St. Louis, Mo.

**RELIGIOUS SERVICES.**

Church of the Good Shepherds—Sunday School 9:30 a. m. Evening services at 8 p. m. by the Rev. George Patterson, Pastor since Church.

Central M. E. Church, South—Sunday School 9:30 a. m. J. H. Thompson, Superintendent. Evening services, owing to the pastor's absence from city.

Alabama Street Presbyterian Church—Corner Jones Street and Alabama Street. Preaching 11 a. m. Sunday school and teaching service 11 a. m. Rev. James L. Martin, D. D., pastor.

First Baptist—Corner of 1st and Kent Streets. Morning assembly, "Public Worship, Private Conversation." Baptism at 10 o'clock. Services. All are invited. W. A. Venable, pastor.

SEE C. G. S. ad on second page.

A horse at Ansonia, Conn., got a nail in his nose while drinking from a water brook, and now, whenever he crosses laps water there like a dog, though elsewhere he drinks in the usual fashion.

**Take**  
**Head's**  
**Sassafras**  
**100**  
**ROSES**  
**One Dollar**

The Chief Reason for the great success Head's Sassafras is found in the fact that Merit Wins is the best blood purifier and actually accomplishes all that is claimed for it. Prepared only by C. I. Hood & Co., Lowell, Mass.

**HEAD'S**  
**FINEST**  
**PERFECT**  
**MULE**

The image is a vertical collage of various financial documents and advertisements from 1889. At the top, it features the 'German Bank of Memphis, Tenn.' statement, followed by 'Manhattan Savings Bank & Trust Co.', 'The Union and Planters' Bank', 'State Savings Bank', and 'MAGNOLIA STOCK FARM'. The bottom section is an advertisement for 'POLLARD, VOORHEIS & MATTHEWS COTTON FACTORS AND COMMISSION MERCHANTS'. The collage is filled with text, including financial data, names of directors and officers, and promotional messages for the stock farm.